

June 18.

SCH. OLYMPIA SUNK BY AN OCEAN LINER

BADLY BURNED AS TANK EXPLODED

Fate of Capt. Doggett and Crew is Unknown—Sagamore of Warren Line Reports Disaster by Wireless

Big Iron Bow of Freighter Crashed Through the Little Fisherman 40 Miles South of Sable Island at 2.30 Tuesday Morning During Dense Fog—Sagamore Will Dock at Boston Thursday Morning.

June 18.

JOY FOR FISHERMEN— CAPLIN AT ST. PIERRE

Caplin in good quantity, too, have struck in at St. Pierre, Miquelon, which will be most welcome news to vessel owners and fishermen. "Caplin is just what the fishermen want and the fish striking in at this time is certainly most encouraging."

morning by Gorton-Pew Fisheries Co., 10 sail of American vessels baited there yesterday and the prospects of a good run are said to be excellent. Caplin is just what the fishermen want and the fish striking in at this time is certainly most encouraging.

firemen have whom the police are threatened assault charge.

City Marshal Marchant detailed Officers Blackford and Frank S. Parsons to keep an outlook on affairs this morning to see that there was no further trouble on board, before the steamer sails this evening.

June 19.

HEAVY HAULS OF SMALL MACKEREL

Three Porgy Steamers Land Fares at Newport Today—Sch. Eglantine Made Haul Off South Shoal Lightship.

Mackerel prospects to the southward are certainly most encouraging this morning, with one fresh fare in at Boston and three porgy steamers at Newport with trips and fish reported schooling all the way from Point Judith to Watch Hill.

Sch. Eglantine, Capt. George G. Hamor has 10,000 fresh mixed mackerel at T wharf today, which were taken Tuesday evening off South Shoal lightship. Capt. Hamor sold his catch at 25 cents, 15 cents and seven cents

apiece, according to size.

Capt. Charles H. Harty wired from Newport this morning the arrival of three porgy fishermen with dandy catches of mackerel. They are the Ryan with 250 barrels; Quickstep 100 barrels, Long Island 184 barrels. The fish were taken one mile west of Tuck's Point yesterday.

Capt. Harty says the mackerel weighed from three-fourths of a pound to a pound and a half each. Fish are schooling all the way from Watch Hill to Point Judith and the prospects are considered most excellent indeed.

June 19.

CAPT. AND FIVE OF CREW LOST

(CONTINUED FROM PAGE ONE.)

summons to come on deck immediately. His heroism cost him his life within a few moments, for no one was able to render another assistance in the sudden catastrophe.

The fog that enveloped both vessels like a blanket made search in small boats for any of the missing men fruitless.

Standing at the rail of the Sagamore as she dropped anchor off quarantine last night, the survivors told how the crash had come as the climax of an unsuccessful fishing trip to the banks.

No Time to Launch a Boat.

"Larkin, Verge, Sullivan and myself were on watch when we saw the steamship loom up dead ahead," said Frank B. Dyer, one of the eight survivors.

"We had not more than three minutes' warning to summon everyone on deck. Ten men, including the captain, were below, but we got them all on deck almost the moment the steamship struck us abreast the mainmast.

"Everyone took to the fore rigging of the Olympia, and eight men barely managed to reach the deck of the Sagamore before our schooner sank.

"We saw our captain and several of the men in the water for a moment or two, but soon lost sight of them in the thick fog. We never saw them again. The last glimpse we got of Capt. Doggett was when he was in the water, shouting directions to his men to save themselves.

"Climbing the fore rigging in an effort to reach the deck of the steamship before the schooner sank was the only chance anyone had of saving himself. The schooner began to fill almost before the men below had reached the deck. There was not time to launch even one dory from our vessel."

Search for the Missing.

"Not a man had a chance to save anything. Those who came up from below and succeeded in climbing the rigging to the deck of the Sagamore brought with them only the clothes they wore.

Story of the Steamer's Captain.

"The fog had set in thick a half hour before we struck the Olympia at 2.29 Tuesday morning off Sable Island, bearing north 40 miles," said Capt. Alexander Fenton of the Sagamore.

"We were proceeding at slow speed and struck the schooner without warning abreast her main mast. The thick fog continued two or three hours afterward.

"The steamship immediately lay to and her boats were put out in search of any of the men who had not been able to reach her deck. They were unable to find a man."

Verge Tells of the Disaster.

Stephen Verge of this port, one of the best known fishermen along the coast, in telling of the collision, said:

"The fog was very thick. I was on deck on watch when all of a sudden I saw the lights of a big steamer coming right toward us. I knew we were going to be cut in two. The others on deck had sighted the steamer about the time I did, and immediately we blew our horn and summoned all hands on deck.

Rescued Sleepers.

"I rushed below with the other fellows and we pulled our poor sleeping comrades from their bunks. They leaped up startled, and about that second the liner plowed into us. There was a stampede for the decks. I shall never forget those awful minutes. Clad only in their night clothing, the poor fellows rushed to get up the companion way, the schooner going down all the time.

"We all got on deck. It was pitch dark, but we could see the outlines of the big vessel right alongside of us. There was a rush for the rigging. With the seven others who were saved I climbed into the fore-rigging and from there we jumped onto the deck of the steamer which we later learned was the Sagamore.

Leap from Mast.

"Frank Doggett, the skipper's son, had been endeavoring to assist his father and brother into the rigging. There was only a minute or two to live or drown, so no one had much chance to help the other fellows up. When we jumped onto the Sagamore our vessel was filling rapidly, and sank almost as soon as the last survivor leaped from the mast of the Olympia onto the liner.

"The last I saw of Captain Doggett was a minute after I had reached the liner's deck. I looked over the side and heard the skipper and the other men pleading for assistance below. The schooner must have sunk, for I could not even catch sight of the mast or any of the lights. I noticed Captain Doggett and several other men trying to swim, and then I ran to assist in getting a boat over to see if we could pick them up.

Boats Put Over.

"A boat was put over from the Sagamore, but our unfortunate comrades had drowned. The sea was rather high, and they probably drowned without knowing just what had happened."

James B. Larkin, another of the crew, well known here, from where he has fished many years, one of the survivors, said that it came like a thunderbolt upon them. He said that the steamer struck the schooner abreast of the mainmast. Immediately the craft commenced to fill and sank. There was no time to attempt to launch any of the dories.

Captain Was on the Bridge.

Capt. Fenton said that the ship encountered fog early Monday evening. He at once ordered a reduction of speed and all the fog precautions were exercised. He was on the bridge when the Olympia was struck.

"Just as soon as the collision occurred I ordered a boat lowered away. We cruised about while there was any hope of finding any of the fishermen, and then we were obliged to give up the search," he said.

"The fog was unusually heavy. We would have reached Boston this morning if we had had clear weather."

The eight men lost all their belongings and many of them were very scantily clad when they jumped onto the deck of the Sagamore. The officers of the liner provided food and medicine for the survivors.

The first meagre details as given in yesterday's Times were eagerly scanned by its many readers. Anxious inquiries were made at the Times office and the firm of Sylvanus Smith & Company, as to the safety of those on board, but not until last evening, when the steamer came to anchor at quarantine was it known that any of the schooner's crew had been lost, confirming the fears for the worst which had been entertained.

Capt. Doggett Typical Mariner.

Capt. John Andrew Doggett of Long Island, who was in command of the Olympia, was one of the best known captains of the Maine fleet. He was a fine type of the Maine fisherman, always active, generally successful, and without fear. He had the reputation of sending a schooner through all kinds of weather and was a good sailor. He began as a hand-line fisherman but had charge in succession of the schooner Bernie and Bessie, the Topsail Girl and finally of the Olympia. In April he was 11 days overdue but returned in safety after a hard trip. His son John Loring Doggett had been with him for some time and was looked on as likely to command a schooner soon.

Most of the crew came from Maine. Doucette, who hailed from this port is a Nova Scotian and was about 45 years old. For many years he fished out of here. He was a native

of Yarmouth county and has a grown up family, it is understood, in Nova Scotia. His wife died several years ago.

At the firm of Sylvanus Smith & Company, nothing is known of the man. He has a niece in this city, it is understood.

The loss of the Olympia is the second one which the firm of Sylvanus Smith & Company has suffered in less than three weeks, sch. Arcadia, one of the Cape Shore seiners having been lost only recently.

Survivors Arrive Here This Noon.

The Sagamore docked after 7 o'clock this morning and the eight surviving members of the crew were taken in charge by William E. Parsons, representing the Gloucester Mutual Fishing Insurance Company and brought to this city, arriving at the noon train.

Most of the men escaped from the wreck without any clothing except their underwear. On board of the Sagamore they were fitted out with discarded uniforms or such wearing apparel as was available, so as to make the trip home.

As the men went through Main street and were recognized by their former shipmates and friends, they were given a hearty welcome, and fairly besieged on all sides by many interested ones who were anxious to learn of the details.

Arthur Bennett of this city, one of the best known members of the crew said they were all a mighty thankful lot to be home again. That those who survived did not share the same fate of Capt. Doggett and his five men, seems short of a miracle, for in less than three minutes after the steamer struck the fisherman, the latter went to bottom.

Every Man For Himself.

Bennett says there was not much time to think about anything but seeking safety on the steamer. It was a case of everyone for himself. How they ever managed to get aboard of the steamer Bennett says he cannot tell, only that he is home again mighty glad to be alive.

Although thankful that they themselves had been spared, there was deep feeling of gloom among the survivors over the loss of their shipmates. All spoke in the highest terms of Capt. Doggett, who certainly showed himself a man and hero to the last.

The crew will remain here several days, while depositions and other incidentals are being secured relative to sad affair, after which they will return to their homes.

James B. Larkin, Arthur Bennett, Stephen Verge, Michael Flaherty and Dyer are well known here, from which port they have fished off and on many years.

Verge who has a long and varied career in the local fisheries and has many a thrilling escape is one of the thankful members, who has every reason with the others to rejoice in his safety.

CAPT. DOGGETT LOST WITH FIVE OF CREW.

Sch. Olympia Sank Instantly
After Ocean Liner Saga-
more Rammed Her in the
Fog—Those Below Had
Little Chance.

Eight Men Saved By Climbing Fore
Rigging and Jumping to Steam-
er's Deck—Wm. Sullivan Delayed
to Warn Mates of Peril and Sank
With Wreck—Survivors Brought
to Boston Last Evening.

THE DROWNED.

- DOGGETT, John Andrew, captain, Portland, Me.
- DOGGETT, John Loring, son of captain.
- SULLIVAN, William, Eastport, Me.
- DOUCETTE, Ramie, Gloucester.
- BANNER, Frank, Eastport, Me.
- TRAIN, Fred, Portland, Me.

THE RESCUED.

- DOGGETT, Frank L., son of captain.
- YOUNG, John A., East Boston.
- COSTA, Frank, East Boston.
- LARKIN, James B., Nova Scotia.
- DYER, Frank B., Portland, Me.
- BENNETT, Arthur, Eastport, Me.
- FLAHERTY, Michael, Newfoundland.
- VERGE, Stephen, Gloucester.

Practically cut in two, when struck by the Warren liner Saga-
more, early Tuesday morning, during a dense fog off Sable Island,
six of the crew of the fishing schooner Olympia of this port, in-
cluding Capt. John A. Doggett, her skipper, were carried down to
watery graves, while the remaining eight men barely escaped with
their lives by climbing into the rigging and jumping aboard the
steamer as their own vessel rapidly sank beneath them and was
swallowed up by the seas. The Sagamore arrived at quarantine in
Boston harbor last night and from the survivors of the terrible ca-
tastrophe was learned for the first time the details of the collision
that cost the lives of nearly half her crew, adding another to the
long list of deep sea tragedies that have characterized the Glouces-
ter fisheries.